(b) MUTP is a World Bank funded project and quarterly progress reports are being sent to the World Bank by Ministry of Railways and Govt. of Maharashtra. In addition, regular coordination meetings are being held amongst the various implementing agencies, *viz.*, Mumbai Rail Vikas Corporation (MRVC), Central Railway, Western Railway and Mumbai Metropolitan Region Development Authroity.

(c) The works included in the Rail Component of MUTP Phase I are progressing as programmed and will be completed by June 2008. However, there has been some delay in finalisation of the rolling stock procurement contract. As such the supply of Electric Multiple Unit (EMU) rakes and consequent DC to AC conversion is likely to get delayed by a year, i.e. by June 2009.

(d) The bids received for fully imported new technology EMU rakes were much higher than the budget cost and the tender had to be discharged. Now only electrical equipment is being procured through World Bank funds and the rakes will be manufactured indigenously at Integral Coach Factory (ICF), Chennai.

Restrictions on loading of ore wagons

1296. MS. PRAMILA BOHIDAR:
SHRI B.J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have imposed certain restrictions on loading of ore wagons for exports;

(b) whether it is also a fact that these restrictions have hit both the Paradip and Haldia ports;

(c) whether these restrictions are of temporary nature and have since been lifted; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir.

(b) to (d) Do not arise.